



AGENDA

WESTMINSTER TRAFFIC COMMISSION

CITY COUNCIL CHAMBERS - 8200 Westminster Blvd.
Tuesday, July 31, 2012 - 6:00 PM

I. OPENING

- A. Salute to the Flag
- B. Roll Call: **Commissioners: Carey, Cruz, A. Nguyen, L. Nguyen & Robbins**
- C. Approval of Minutes – May 29, 2012

If a challenge is made by any party in court from actions arising out of items under consideration, you may be limited to raising only those issues you or someone else raised at the meeting described in this notice or in written correspondence delivered at the meeting or prior thereto.

II. ITEMS TO BE CONSIDERED

- A. T.C. 89-110
Request for Parking Restrictions on Hazard Avenue at Archway Road
Request for Parking Restrictions on Hazard Avenue at Petsworth Lane
- C. T.C. 83-110
Removal of Crosswalks at the Intersection of Westminster Mall Road at
Southbound I-405 On/Off Ramps in the City of Westminster

III. NEW BUSINESS

IV. OLD BUSINESS

V. INFORMATION AND REPORTS

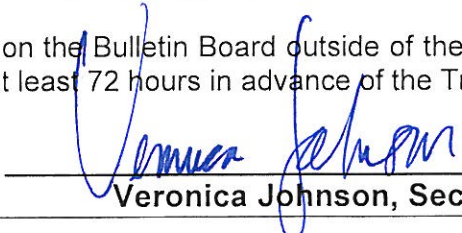
VI. ORAL COMMUNICATIONS

VII. WRITTEN COMMUNICATIONS

VIII. ITEMS COMMISSIONERS/STAFF MAY WISH TO DISCUSS

IX. ADJOURNMENT

DECLARATION: This agenda was posted on the Bulletin Board outside of the Council Chambers, where completely accessible to the public, at least 72 hours in advance of the Traffic Commission.



Veronica Johnson, Secretary

Any writings or documents provided to a majority of the Traffic Commission members regarding any item on this agenda will be made available for public inspection at the public counter at City Hall located at 8200 Westminster Blvd., Westminster, CA during normal business hours.



WESTMINSTER TRAFFIC COMMISSION

Minutes of the Regular Meeting

City Council Chambers, 8200 Westminster Blvd.
Tuesday - May 29, 2012 at 6:00 pm

- CALL TO ORDER** A regular meeting of the Westminster Traffic Commission was called to order by Chairman A. Nguyen on Tuesday, May 29, 2012 at 6:05 p.m. in the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.
- SALUTE TO FLAG** Commissioner Carey led the members of the audience in the Salute to the Flag.
- ROLL CALL** **Commissioners Present:** Andrew Nguyen, Diana Carey, Linh Nguyen, Gilbert Cruz and Ken Robbins.
Commissioners Absent: None.
Staff Present: Adolfo Ozaeta, Associate Civil Engineer; Corporal Lauderback, Police Department and Veronica Johnson, Secretary.
- APPROVAL OF MINUTES** The minutes of the Traffic Commission's regular meeting of April 24, 2012 were approved on a motion by Commissioner Cruz, seconded by Commissioner Carey (4-0), with Vice Chairman Robbins abstaining.
- ITEMS TO BE CONSIDERED** The first item to be considered at this evening's meeting was the election of a new Chairman and Vice Chairman.
- ELECTION OF CHAIRMAN** Nominations were opened up. Commissioner Carey nominated Vice Chairman Robbins for Chairman, seconded by Chairman A. Nguyen.
Commissioner L. Nguyen nominated Chairman A. Nguyen for Chairman, seconded by Commissioner Carey. Chairman A. Nguyen declined the nomination.
The motion was carried by a 5-0 vote to elect Vice Chairman Robbins as Chairman.
Chairman A. Nguyen nominated Commissioner L. Nguyen as Vice Chairman, seconded by Vice Chairman Robbins (5-0).
The motion was carried by a 5-0 vote to elect Commissioner L. Nguyen as Vice Chairman.

**T.C. 79-111
Chinook Avenue**

The second item to be considered was T.C. 79-111, Request to install all-way stop signs at the intersection of Chinook Avenue and Cascade Street.

Mr. Ozaeta directed attention to Exhibit A and informed the Commission that Ms. Natalie Mercado submitted a letter and a petition to install all-way stop control at the subject location. Her concerns are with the vehicles speeding and the safe crossing of pedestrians. This item was previously denied by the Traffic Commission on May 26, 2009.

Staff performed an engineering analysis and followed the criteria of the California Manual on Uniform Traffic Control Devices. The criterion focuses on three major components; accidents, speed and the number of vehicles. Staff's studies did not find that any of the criteria were met according to the guidelines.

Mr. Ozaeta added that the signatures on the petition represented about 50 homes. He also received six phone calls in support of the 4-way stop sign and zero in opposition.

**STAFF'S
RECOMMENDATION**

Staff's recommendation was to deny the request for all-way stop control.

Seven residents spoke in favor of the 4-way stop sign installation:

Sue Baker, 6041 Glacier Drive
Natalie Mercado, 6182 Chinook Avenue
Vicki Lee Blair, 6091 Chinook Avenue
Paula Nieto Miller, 6102 Chinook Avenue
Andrew Hardin, 6132 Chinook Avenue
Delaney Meade, 6231 Glacier Drive
Kinsey Meade, 6231 Glacier Drive

The primary concerns from the residents were the safety of the children and the high speed of traffic.

There has been an increase in the volume of traffic due to the Hebrew School, Church and light industrial businesses in the neighborhood. It is not only the high speed of traffic; but, the type of vehicles. There are large trucks, tow trucks, FedEx trucks and UPS trucks travelling at high speeds down their residential streets. A few months ago, a car had slammed into a resident's vehicle while he was pulling into his driveway. One resident was so passionate

about trying to get cars to slow down that she has thrown herself in front of a drag racing car to try to stop them.

As a result of the previous Commission's denial, speed advisory signs were installed. The residents need something more aggressive because that did not work. They also do not believe that a proper engineering study was performed because that particular study took place during a Jewish holiday and while the asphalt was being redone.

They understand that none of the criteria was met again; however, the volume of traffic and speed continues to increase. They are pleading together, for the Commission, to ignore the rules because the community wants an all-way stop. They believe that if they can get the traffic to slow down, they can also anticipate a reduction of noise and safety in their neighborhood.

Commissioner Carey stated she had visited the location last Friday during the morning and afternoon. She was out there so much, that two residents had called a police officer. She found it to be very significant that 41 residents out of 50 on Chinook Avenue were in favor of a stop sign. All of their concerns were consistent; the speeding, tow trucks and being a route for cut-through traffic. She found that most cars were travelling between 30 to 40 mph. She will talk to the tow truck company and the school. She recommends speed humps; and if disallowed, she questioned how to override the Orange County Fire Authority.

Mr. Ozaeta commented that while he respects the request for speed humps; conversely, they do not have an approved design. They also do not want to build anything that will inhibit a delay in emergency response time. The installation of speed humps increases the detour of traffic onto other streets that were never impacted with traffic before. The cost element is approximately \$12,000 per speed hump and there is not an approval in place due to the criteria not being met.

Commissioner Carey understands that the criteria has not been met but is in favor due to the overwhelming response from the residents.

Commissioner A. Nguyen questioned what other alternatives there were other than a stop sign.

Mr. Ozaeta stated that the community has been very patient and cooperative. Other than having a police officer patrolling the area 24/7, there really is not anything that can be done to curb the speeding, it will always be there; but, reduced. Any other infrastructure improvements will only enhance the street to look like an industrial highway rather than having the look and feel of a residential street.

Commissioner Cruz questioned if they could install dips in the road like the ones on 21st Street.

Mr. Ozaeta replied that the dips may look strategically placed for speed control; but, this technology was designed to assist with the water flow. This cost improvement is approximately \$18,000.

Vice Chairman L. Nguyen stated that he can relate to how the residents feel about small children playing in their neighborhood with high speeds of traffic. He recommended the installation of speed bumps and is not sure how to justify the cost without having the criteria met.

MOTION

Commissioner Carey moved to approve an All-Way stop sign at the intersection of Chinook Avenue and Cascade Street; seconded by Commissioner Cruz

VOTE

The motion was carried by a 4-1 vote, with Vice Chairman L. Nguyen in opposition.

Mr. Ozaeta informed the Commission that staff will prepare the item to go before the Mayor and City Council, once approved, the installation would take place within two weeks thereafter.

Ms. Johnson explained that the item is still pending City Council approval at the June 27, 2012 meeting.

T.C. 74-186 Bolsa Chica Road

The third item to be considered was T.C. 74-186 Update of the Engineering and Traffic Surveys for Bolsa Chica Road between Garden Grove Boulevard – Ranch Road, Westminster Boulevard between Bolsa Chica Road – Springdale Street, and Bolsa Avenue between Beach Boulevard – Magnolia Street.

Mr. Ozaeta provided background on the importance of conducting speed surveys. These particular segments have recently been upgraded for street improvements and landscaped median island installation. As a result, a re-evaluation of the non-statutory speed limits is necessary

for the Police Department to be able to begin enforcing speed control using radar.

Commissioner Cruz questioned if traffic accidents in the City have been reduced since the installation of the medians.

Mr. Ozaeta stated that the after studies have projected accidents being down by 35%, especially on Bolsa Avenue. Accidents still do occur because there still are left turn openings that are not signal controlled intersections. Studies have reported that accidents do disappear when vehicles are forced to make u-turns at signalized intersections; however, that is not what this community wanted.

Corporal Lauderback reported that the Court's will not uphold any traffic ticket less than 10mph and some have to reach as high as 15mph over, which amounts to the 85th percentile. The speeds have to get pretty high in order to issue a citation and have it upheld in court.

STAFF'S

RECOMMENDATION Staff's recommendation was for the approval of the revised updates to the 2012 City of Westminster Engineering and Traffic Survey.

MOTION

Commissioner Cruz motioned to approve staff's recommendation of the revised updates to the 2012 City of Westminster Engineering and Traffic Survey, seconded by Commissioner Carey.

VOTE

The motion was carried by a 5-0 vote.

NEW BUSINESS

There were no "New Business" items presented to the Commission at tonight's meeting.

OLD BUSINESS

There were no "Old Business" items presented to the Commission at tonight's meeting.

INFORMATION & REPORTS

Commissioner Carey informed the Commission that the last meeting for comments on the I-405 project with OCTA will be held in the East/West room on June 6, 2012 at 6:00 pm.

Mr. Ozaeta advised the Commission that this would be a good opportunity for them to attend and assist with questions and clarification.

ORAL

COMMUNICATIONS

There were no "Oral Communications" items presented to the Commission at tonight's meeting.

WRITTEN

COMMUNICATIONS

There were no "Written Communications" items presented to the Commission at tonight's meeting.

ITEMS

COMMISSIONERS

MAY WISH TO

DISCUSS

Vice Chairman L. Nguyen gave his appreciation to staff for their assistance and detailed accident reports on Dillow Street and Bolsa Avenue. He also stated that the business owners in the area believe the U-turn sign is too small and would like for the green light to be extended longer.

Mr. Ozaeta explained that they are working on new phasing schemes due to the new state of the art controller installed at that intersection. They will implement new maneuvers for service. He also explained that there is a new Bolsa corridor signal timing project with OCTA. This project will include new and updated equipment along the corridor.

Commissioner Carey commended the Traffic Engineering Department for being very thorough and using in-house staff on their speed survey reports.

ITEMS STAFF MAY

WISH TO DISCUSS

There were no "Items Staff May Wish to Discuss" items presented to the Commission at tonight's meeting.

ADJOURNMENT

There being no further business to come before the Commission at this time, the meeting was adjourned at 7:05 p.m.

Respectfully Submitted,

Ken Robbins
Chairman

Veronica Johnson
Secretary
05-29-12-6

July 31, 2012

TO: Traffic Commission

SUBJECT: T.C. 89-110

- Request for Parking Restrictions on Hazard Avenue at Archway Road
- Request for Parking Restrictions on Hazard Avenue at Petsworth Lane

RECOMMENDATION:

That the Traffic Commission recommend the installation of parking restrictions on the south side of Hazard Avenue for a distance 88 feet to the east and 100 feet to the west of Archway Road, and on the south side of Hazard Avenue for a distance 58 feet to the east of Petsworth Lane.

DISCUSSION

Staff received a written request from Mr. Phat Huynh (14552 Golders Green Lane) to investigate site visibility concerns at the intersection of Hazard Avenue and Archway Road, and Hazard Ave and Petsworth Lane. Mr. Huynh is concerned that there is not enough sight distance to the east and west, to safely perform vehicle turn maneuvers from Archway Road and Petsworth Lane onto Hazard Avenue.

The intersections of Hazard Avenue and Archway Road, and Hazard Avenue and Petsworth Lane are currently uncontrolled along Hazard Avenue and stop-controlled along Archway Road and Petsworth Lane. Hazard Avenue is a secondary street with a speed limit of 40 miles per hour. Archway Road and Petsworth Lane are residential streets with a speed limit of 25 miles per hour. Sight visibility is impacted due to vehicles that park near the intersections.

The Traffic Engineering Division considers on-street parking to be a commodity. Contrary to past trends, today, most households own and operate more than one vehicle. The City must carefully consider the removal of on-street parking for safety concerns while protecting on-street parking as the demand for parking continues to increase across the City.

A sight distance analysis was conducted by the City of Westminster Traffic Engineering Division.

Exhibits A and B illustrate the corner sight distance analyses and identify parking segments to the east and west of Archway Road and Petsworth Lane that obstruct the driver's line of sight.

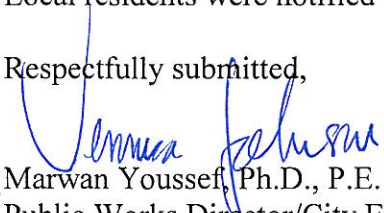
A similar request was presented to the City of Westminster Traffic Engineering Division in November 2011 by Mr. Roy Bagley (10191 Bellehurst Avenue). Mr. Bagley was concerned that there was not enough sight distance to the east and west to safely perform a vehicle turn maneuver from Archway Road onto Hazard Avenue. Sight visibility was impacted due to large vehicles and casino buses that park near the intersection. This matter was considered by the Traffic Commission on November 29, 2011; the request was approved by a 4-0 vote. The item was not presented to the City Council due to the fact that a new parking ordinance for vehicles and commercial vehicles was being proposed at that time.

The ordinance was approved on May 11, 2012. The new ordinance specifies that tractor trailers can park on a City street only while they are actively delivering or picking up goods, and privately owned buses are prohibited from using the City streets to pick up or drop off passengers. Once the new ordinance efforts targeted this and other problem areas in the City, the ordinance and enforcement efforts have eliminated the issue related to bus parking. However, buses have relocated to the north side of Hazard Avenue (to the City of Garden Grove) vehicles of bus patrons have remained in place.


Staff recommends the installation of parking restrictions on the south side of Hazard Avenue for a distance of 88 feet to the east, and 100 feet to the west of Archway Road; and 58 feet to the east of Petsworth Lane as illustrated in **Exhibits A and B**. This recommendation is based on field observation and personal experience. If the parking restrictions are implemented, parking adjacent to the homes would be eliminated on Hazard Avenue; however, parking will still be available along Archway Road, Petsworth Lane, and Bellehurst Avenue. The proposed restrictions would enhance sight visibility, while minimizing the impact on on-street parking in the neighborhood.

Local residents were notified of tonight's meeting.

Respectfully submitted,

FOR 
Marwan Youssef, Ph.D., P.E.
Public Works Director/City Engineer

By:


Adolfo Ozaeta, P.E., T.E.
Traffic Engineer

Attachments:

Exhibits A and B

Letter Request from Resident



NOT TO SCALE

PROPOSED PARKING RESTRICTIONS HAZARD AVENUE AND ARCHWAY ROAD



EXHIBIT A



TRAFFIC ENGINEERING DIVISION
Drawn by: H. PHAM
July 31, 2012

- EXISTING PARKING RESTRICTIONS
- PROPOSED PARKING RESTRICTIONS
- AASHTO DESIGN VEHICLE



NOT TO SCALE

PROPOSED PARKING RESTRICTIONS HAZARD AVENUE AND PETSWORTH LANE



TRAFFIC ENGINEERING DIVISION
Drawn by: H. PHAM
July 31, 2012

EXHIBIT B

- EXISTING PARKING RESTRICTIONS
- PROPOSED PARKING RESTRICTIONS
- AASHTO DESIGN VEHICLE

From: Huynh, Phat [mailto:phat.huynh@diebold.com]
Sent: Saturday, June 09, 2012 9:24 PM
To: Susi, Johanna
Subject: Hazard st

Hello MR : Ta Tri,

I have serious concern about the safety regarding about Casino visitors who parks their cars on Hazard st in which blocking our view when we try to going out to Hazard form Bellhurst st. We can't see the oncoming cars from both ends which in turn will cause accidents. Several of us have escalate this problem before but no action has been taken . Would you please help direct us to the right party to take care of this matter .

Thank you for your time and support,

Phat Huynh

714.316.6396

14552 GoldersGreen Ln

Westminster , CA 92683

July 31, 2012

TO: Traffic Commission

SUBJECT: T.C. 83-110

Proposed for Removal of Crosswalks at the Intersection of Westminster Mall Road and Southbound I-405 On/Off Ramps in the City of Westminster

RECOMMENDATION:

That the Traffic Commission receive and file the proposed removal of crosswalks at the intersection of Westminster Mall Road and Southbound I-405 On/Off Ramps in the City of Westminster.

DISCUSSION

Staff received a request from the State of California, Department of Transportation (Caltrans) to remove the crosswalks at the intersection of Westminster Mall Road and Southbound I-405 On/Off Ramps.

In March 2013, Caltrans is expected to begin a construction project to upgrade the Traffic Signal System on Westminster Mall Road at Southbound I-405 On/Off Ramps and Goldenwest Street in City of Westminster. As part of the project, Caltrans proposed the removal of crosswalks at the intersection of Westminster Mall Road and Southbound I-405 On/Off Ramps because these crosswalks are not compliant with Americans with Disabilities Act (ADA) requirements.

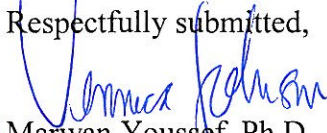
Staff performed several site visits to observe the crosswalk conditions, and confirmed that the crosswalks are not compliant with Americans With Disabilities Act (ADA) requirements. Staff also observed that the crosswalks are not regularly used by pedestrians.

Exhibits A and B illustrate the crosswalks and surrounding area conditions.

Staff recommends that the Traffic Commission receive and file the proposed removal of crosswalks at the intersection of Westminster Mall Road and Southbound I-405 On/Off Ramps in the City of Westminster.

Local residents and businesses were notified of tonight's meeting.

Respectfully submitted,


For Marwan Youssef, Ph.D., P.E.
Public Works Director/City Engineer

By:


Adolfo Ozaeta, P.E., T.E.
Traffic Engineer

Attachments: Exhibit A, B



NOT TO SCALE

PROPOSED FOR REMOVAL OF CROSSWALKS

MALL ROAD AND SOUNBOUND I-405 ON/OFF RAMP

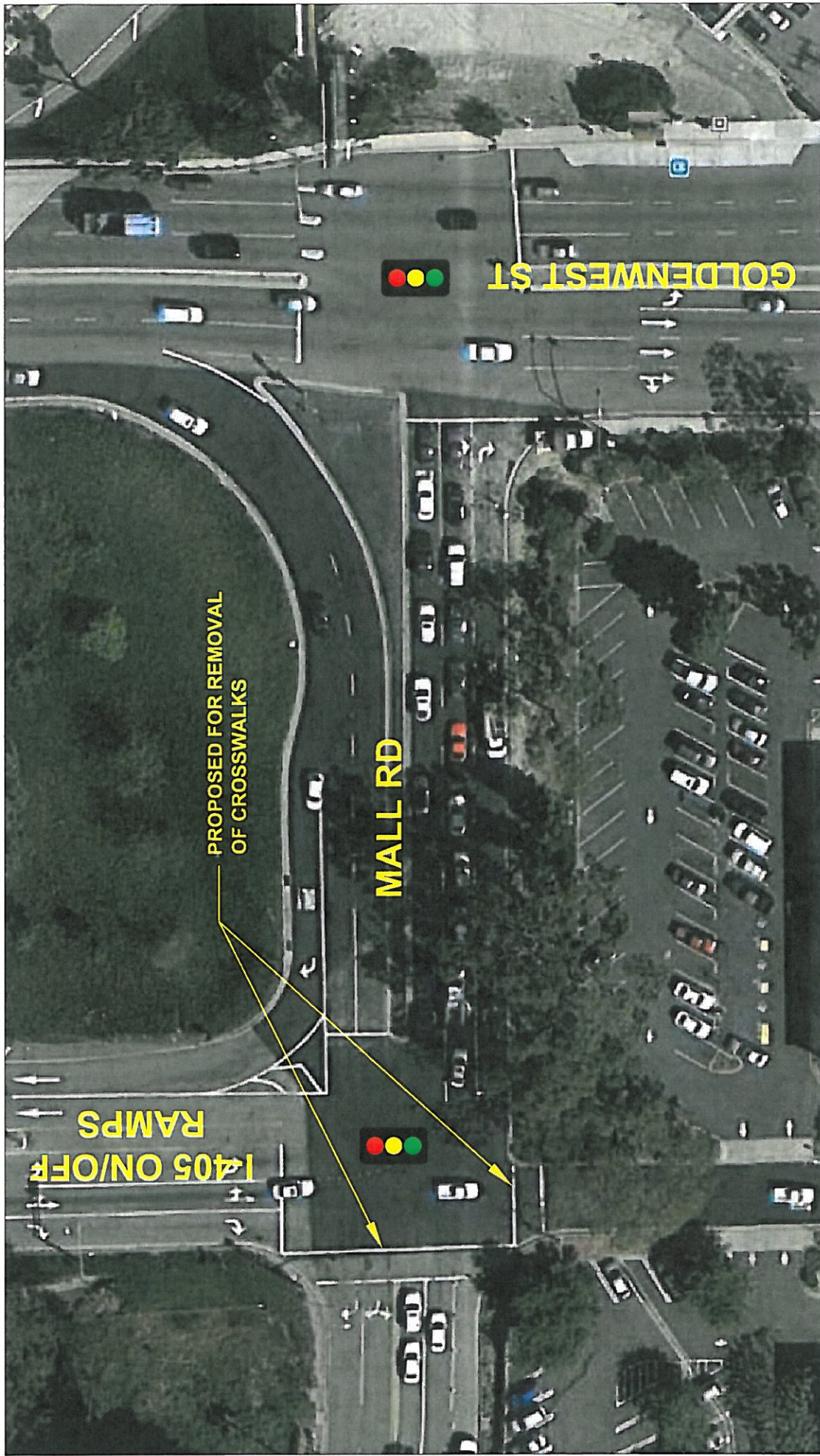


EXHIBIT A



TRAFFIC ENGINEERING DIVISION

Drawn by: H. PHAM

July 31, 2012



SIGNALIZED INTERSECTION



NOT TO SCALE

PROPOSED FOR REMOVAL OF CROSSWALKS

MALL ROAD AND SOUNBOUND I-405 ON/OFF RAMP



VIEW: SOUTH FROM I-405 OFF RAMP



VIEW: SOUTH FROM I-405 OFF RAMP



TRAFFIC ENGINEERING DIVISION
Drawn by: H. PHAM
July 31, 2012

EXHIBIT B



NOT TO SCALE

PROPOSED FOR REMOVAL OF CROSSWALKS

MALL ROAD AND SOUNBOUND I-405 ON/OFF RAMP



VIEW: SOUTH FROM I-405 OFF RAMP



VIEW: SOUTH FROM I-405 OFF RAMP



TRAFFIC ENGINEERING DIVISION

Drawn by: H. PHAM
July 31, 2012

EXHIBIT B